GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of April 30, 1928. Vol. VII. No. 10

© *Photograph from Lieut. Commander F. A. Zeusler*

THE INTERNATIONAL ICE PATROL BOATS PROTECT THE TRANSATLANTIC TOURISTS FROM THE PERILS OF ICEBERGS

(See Bulletin No. 4)

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of April 30, 1928. Vol. VII. No. 10

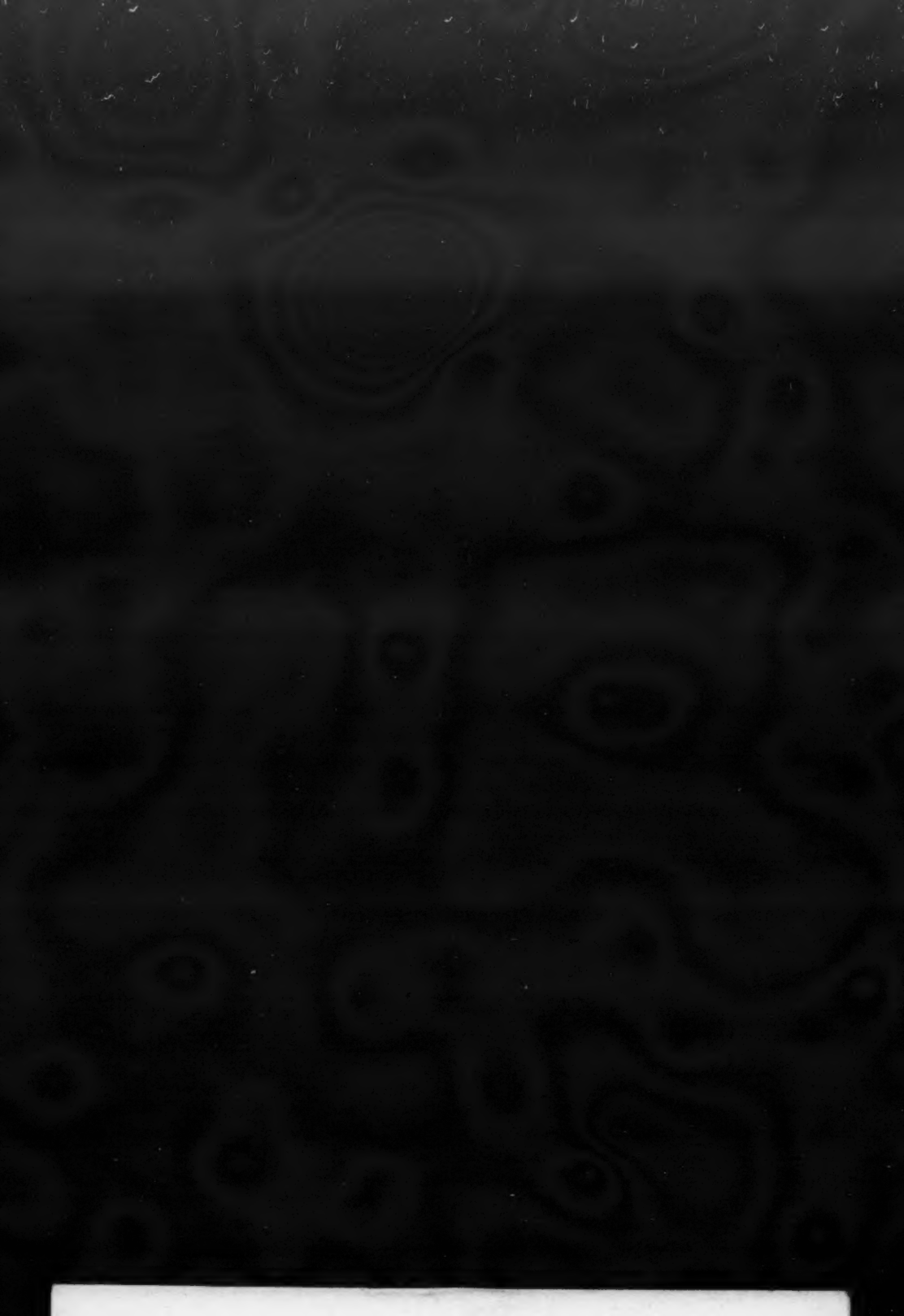
© *Photograph from Lieut. Commander F. A. Zeusler*

THE INTERNATIONAL ICE PATROL BOATS PROTECT THE TRANSATLANTIC TOURISTS FROM THE PERILS OF ICEBERGS

(See Bulletin No. 4)

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.



GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Seeing Central America From the Pan American Air Route

THE SIX independent nations of Central America that have long yearned for the benefits of a Pan American railroad take hope from the nearer prospect of a Pan American airline.

First, the Army flyers who circled South America showed that the Central American Republics offered stepping-stone landing fields to the flyer southward bound. Then Col. Lindbergh visited each capital in the "Spirit of St. Louis." Recently the Assistant Secretary of War for Aviation and the chief of the United States Army Air Corps flew to Panama over the now recognized Central American route.

The geography of the six nations unrolls itself beneath the flyer in panoramas granted few explorers or travelers. The shadow of a swift airplane traces the route of the uncompleted Pan American Railway and the path of the proposed Pan American Highway. The shadow plays tag with palm trees and spreading fronds like starfish in a green ocean, with monarch mahogany trees of the tropic forest, with the "chewing gum tree" and with the lowly coffee and banana trees.

Each Republic Different From Its Neighbor

The six Central American Republics which the Pan American airman traverses—Guatemala, San Salvador, Honduras, Nicaragua, Costa Rica and Panama—seem similar, from the average American's viewpoint. Yet, like our own States, each differs from the other.

Guatemala, the land of the quetzal (parrot), is the Texas of Central America in point of size and has the largest population.

San Salvador, the coffee Republic, has been called the "Swinging Hammock" because its fertile highlands have been rocked by earthquakes so often.

Honduras has the only capital in the New World, excepting Colombia, which has no railroad. This republic is roughly the geographical center of Central America.

Nicaragua, the land of lakes, may yet see a canal through its territory connecting the oceans, by virtue of its ownership of two large bodies of water, Lakes Managua and Nicaragua.

Costa Rica, the banana republic, sent 7,660,000 bunches to the United States last year.

Panama once was the hyphen between North and South America, but with the building of the Canal the hyphen was severed to make a sea gate for the ships of the world.

Central America's Chief Cities Small Compared to American Towns

The whole area of Central America, including small British Honduras, about equals the area of our four South Atlantic States—North Carolina, South Carolina, Georgia and Alabama. The shorter growing season and lower soil fertility of these four States supports, nevertheless, twice the population of all Central America.

In terms of North American communities the chief cities of Central America are small. Guatemala City, 650 miles southeast of Mexico City, and the largest city in Central America, is equal in population to Reading, Pennsylvania.

© *Official Photograph, U. S. Army Air Corps*

BLAZING THE PAN AMERICAN AIR ROUTE THROUGH CENTRAL AMERICA

Three amphibian planes of the Army Air Service, which later circled South America, pioneered the air route through Central America. The convenience of a plane which will land in water is well shown in this illustration of the Panama coast covered with a dense forest. The seashore offers the only emergency landing place in sight. Amphibian planes are also able to use the sparkling lakes which dot the uplands of Central America (see Bulletin No. 1).

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Do You Use 20 Pounds of Soap Per Year?

IF YOU faced exile to an uninhabited island and were allowed to take one thing, what would you select?

"Soap," was a common answer to such an inquiry in a questionnaire submitted recently to several hundred students.

Soap is such a common substance and so essential to civilized man today that it is difficult to realize that it is, comparatively, a new substance.

The Origin of the Word "Soap"

Before the day of soap manufacture, frequenters of the splendid baths of Greece and Rome cleansed their bodies by first anointing with oil, and then rubbing on ashes. The Romans learned soapmaking, as they acquired many other arts and inventions, from the barbarians who came under their yoke. They found the Gauls using a substance made by boiling tallow and wood ashes in water. It is believed that the Gauls had learned the soapmaking procedure from the Phoenicians. The art was quickly taken up in Rome. It is there that the name originated: *sapo* was one Latin word for *tallow*. One of the most interesting discoveries made in uncovering the ruins of Pompeii was an 1,800-year-old soap factory.

When soap made its appearance in England toward the end of the fourteenth century, it was taxed as a super-luxury. The tax was not removed until 1853. After the discovery in 1790 that common salt was a cheap source of alkali, soap could be manufactured much more cheaply; its luxury period was at an end.

The chemical combination of any fatty acid (the chief constituent of fatty oils) with a base is, technically, a soap. But some of these "soaps" would not be recognized by a layman, for they would be as hard and insoluble as a phonograph record or a billiard ball. Three bases are used in making soluble cleansing soaps: soda, in ordinary soaps; potash, in soft soaps; and ammonia, in dry-cleaning soaps. Only oils containing fatty acids can be used in soapmaking. Mineral oils, such as petroleum, will not form a chemical combination with alkalis.

By-Product of Soapmaking a War Necessity

In colonial days in America most of the soap was made in the households where it was used. But there were a few small soap factories in New England, and some of the early American pioneers who had to carve their farms from the forest, gained a welcome bit of income by burning the felled trees and selling the ashes to the commercial soapmakers.

Even to-day in many rural communities much homemade soap is made. It is usually prepared during the "hog-killing" season of early winter. Canned lye (caustic soda) is bought from the country store and is boiled with bits of waste hog fat. The resultant soap is a soggy, gray substance used chiefly in laundering operations and in dish washing.

The commonest factory method of soapmaking is to melt or heat fats, such as tallow, coconut oil, peanut oil, and the like, and to boil them with a certain proportion of caustic soda solution. The oils, composed of fatty acids and glycerine, split up, and the soda unites chemically with the acids to form soap.

Guatemala's first capital, founded a century before the Pilgrims landed, was at Ciudad Vieja, on the slopes of Volcan de Agua. That city was destroyed when an earthquake and a crater lake engulfed it at one and the same time. Antigua, the second capital, reveals the ruins of 60 churches. In the year of the Boston Tea Party, Guatemala suffered an upheaval which destroyed this metropolis, so the capital was again moved to the present Guatemala City, a village where a splendid church seemed to be proof against earthquakes.

Even that famous church fell down in a terrific trembler ten years ago. Only two Central American capitals, Tegucigalpa and Panama City, have escaped periodic destruction by earthquake. None has been so frequently shattered as Guatemala City.

The Capital of the Short-Lived "United States of Central America"

San Salvador, capital of the state of that name, is a 179-mile hop from Guatemala City. From the air a flyer cannot help seeing what Salvadoreans cannot resist showing him—beautiful Lake Ilopango. Hotels and resorts border this blue pool which reflects mountains and smoking volcanoes.

Flying into the rising sun for 140 miles, an airman reaches Tegucigalpa, capital of Honduras. An airplane is a boon for a trip to Tegucigalpa because no railroad runs there. Honduran automobile highways have brought upon the region the name of "the land of broken springs." Tegucigalpa, having about the population of Stamford, Connecticut, was the capital of the short-lived "United States of Central America."

Managua, war-torn capital of Nicaragua, is another jump of 175 miles southeast. It is beautifully situated on Lake Managua and numbers about as many citizens as Bloomington, Illinois.

Two hundred and forty miles farther in a southeasterly direction lies San José, capital of Costa Rica. The first capital was at Cartago, which, although severely jolted by earthquakes, still holds architectural treasures of the Spanish era. Costa Rica's War of Independence in 1821 resulted in San José's being made the capital. It is a city the size of Decatur, Illinois.

There Is "Something Crooked" About Panama

Five hundred miles due east again lies Panama City, famous for pirates, for a flat arch of the ruined church of Santo Domingo and for American sanitation. We think of an airman as flying south through Central America. He must fly east also. Mexico City is in the same longitude as Oklahoma City, while Panama City lies on the longitude of Charleston, South Carolina, and of Pittsburgh, Pennsylvania.

Panama City perpetrates a geographic joke on those who visit it. From the sea wall promenade one can see the sun rise majestically from the broad blue bosom of the *Pacific*, which, to most Americans, is the proper place for the *setting sun*. And when one sails from Panama City to Colon, the Atlantic terminal of the Canal, the direction is from southeast to northwest, instead of from west to east. As one writer phrases it, "there is something crooked about this." And so there is, but the crookedness is to be found in the geography of the isthmus, which makes a broad "S" curve, like an expansion band in a pipe line, before it finally links the two continents.

Although the present city of Panama dates from the seventeenth century, it is considered historically the new city, to distinguish it from Old Panama, now in ruins, a few miles east. Old Panama was entirely destroyed by piratical Henry Morgan in 1671, and the new city was built shortly afterward on a high, rocky point of land running out into a wide blue bay of the Pacific. Although Panama City is not actually in the Canal Zone, nor is it on the Canal, complete jurisdiction has been granted the United States over all matters relating to sanitation and quarantine.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Festival Day in Perugia's Up and Down Streets

EARLY on May 4 Perugia will be astir preparing for its big day of the year. On that day the Italian hill-town overlooking the Tiber celebrates a traditional festival. Perugia on any day is luring; Perugia on a holiday will bring crowds of tourists from Rome.

Perugia is almost midway between Rome and Florence, although not on the mainline railroad connecting the two cities. Like Siena and Assisi, its neighbors, it is built in antiquated style, partly on top of a group of hilltops and partly on the slopes, with fine views of the Apennine peaks in every direction. It has a picturesqueness of irregularity, of rising and falling ground, and of striking combinations of light, shade and color.

Everywhere except on the short spinal ridge the streets are staircases and "toboggan" slides. Everywhere one climbs or burrows. The life of a Perugian is truly one of ups and downs.

No Building Boom Since Columbus Discovered America

On the map, Perugia is spread out like a great, stone-scaled dragon on its rock, crouching over the country and extending long paws down the valley side. Nature furnishes backgrounds of olive-colored hills and distant mountains, while nearly every vista on its staircase streets is broken and framed by the graceful arches that buttress the tall houses. The old towers and donjons have largely disappeared, but the atmosphere of the town is military and despotic. Many houses still show traces of the heavy chains that barred the streets after nightfall, when, if a man forgot his steel undershirt, he came home in a wooden one!

Perugia is really four cities in one. There is the ancient Etruscan Perugia, with its walls and stone gateways; the Roman Perugia, whose masonry rests on what remained of the Etruscan city after the natives had set fire to it; the medieval Perugia of the Baglioni, built on the Roman foundations; and the Renaissance Perugia of the Popes, reared on the ashes of the Baglioni palaces.

In the strict sense, however, there is no modern Perugia. The railroad station is, as in most European cities, far outside the ancient city walls. Two street car lines, a few automobiles, and some up-to-date shops, clustered around the tourist center, are the only inroads the present has been able to make. There has been no temptation to build since the sixteenth century. The patches added to its crumbling ramparts and houses in the last four hundred years have enhanced their natural attractiveness.

The rich pastoral beauty and repose of Perugia's surroundings have left their mark on the art of the city. As the seat of the renowned Umbrian school of painting it earned a high place in the realms of Italian art during the fifteenth century, when Perugia was the most powerful city in this part of Italy. The neighborhood of Siena and the religious atmosphere of near-by Assisi and Loreto doubtless exercised an influence on the prevailing style, which has been described as lacking dramatic power but being rich in reverie. Raphael was once a student of the Perugian master, Pietro Vannucci. To-day the walls of many of Perugia's churches and former palaces are alive with examples of the work of the school.

Glycerine is liberated as a by-product. During the World War the by-product, needed in manufacturing explosives, became more important than the soap.

In the largest soap factories kettles or vats are used which hold 10 or 12 carloads of soap. After the chemical action takes place salt water is added, and after standing for some days the mixture separates into four definite layers. On top is a frothy crust which is skimmed off. Next below lies the good soap. Farther down is the "nigre" or impure soap; and at the bottom are alkali solutions.

Why Some Soap Floats: Another Chinese Invention

The good soap is drawn off into cooling frames, where it solidifies into large slabs. These are cut by wires into small bars. In the manufacture of toilet soaps, the cold soap is pressed into cakes by machines.

There are numerous special soaps. Shaving creams are kept soft by the presence of water and glycerine, and by the blending of the softer fats, including lard. Castile soap is made of olive oil and caustic soda. Linseed and cottonseed oils are important ingredients in the preparation of soft soaps. Floating soaps were first made in China. In their manufacture, air is beaten into the soap while it is still in a pasty condition.

More than two billion pounds of soap are made in the United States annually. Our consumption of soap is somewhat under 20 pounds per person per year, while in England the consumption per person exceeds 21 pounds.

Bulletin No. 2, April 30, 1928.

THE FIRST STEP IN SOAP MAKING

Small tropical islands owe what prosperity they have to the world's demand for soap. Natives harvest coconuts, cut them open, string the halves together and dry them in the sun. The dried meat of the coconut becomes the copra of commerce, an odorous product which is picked up by small trading vessels and conveyed to the chief ports. The coconut crop in the South Seas requires no labor in cultivation and comparatively little effort in harvesting.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Some Customs of Ocean Travel

INCREASED facilities for crossing the Atlantic at reasonable cost and prosperity at home are combining to send a larger army of American tourists to Europe this spring and summer than any, probably, that has ever invaded the Old World in a like period. Many of these travelers, familiar enough with their Pullmans and river steamers, will find conditions on an ocean liner disconcertingly strange.

Departure is an exciting matter and the temptation is to spend the last hour or so near the gangplanks, chatting with your own friends and watching the milling throng of travelers and well-wishers in holiday spirit. If you are wise, however, you will invest say twenty minutes of this time for your own future comfort. Take a turn around the promenade deck and select the neighborhood in which you would like to have your deck chair. You will not find distinguishing numbers on the chairs, but where you would least expect them, on the ceiling above.

Weather and Your Steamer Chair

You probably will want your chair on the starboard (or right) side going to Europe and on the port (or left) side returning, for those are the sunny sides. Having decided on the location you desire, and having noticed the neighboring numbers, look up the deck steward and try to persuade him to allot you a chair somewhere in the neighborhood. This functionary has an office, on the larger liners, usually a little room opening on to the promenade deck to the rear (or "aft" as they say on shipboard). There will be a fee, of course, for the chair and a steamer rug. If you are traveling with friends you will wish to make this a joint arrangement so as not to be separated.

Watch the bulletin boards. These are the town-criers and newspapers on shipboard. There are little daily papers, too, on the larger liners. Usually there will be a bulletin board in the main companionway at the promenade deck level, another outside the dining saloon, and a third, perhaps, in the smoking room. All affairs of general interest that are to take place on the ship will be announced there and a brief digest of the world news from the radio room will appear each afternoon.

Getting "Steamer Letters" and Passenger List

Be sure to ask for your mail at the ship's post office soon after you go aboard. There are certain to be "steamer letters" for you, and some of these you may wish to answer by notes to be taken back by the pilot an hour or so after you sail. The ship's staff is tremendously busy at sailing time and for many hours thereafter, and if you wait for your mail or a notice to be sent to your stateroom you may be out a day or more before you get it.

Another thing to ask for early—usually at the purser's office—is a passenger list, printed ashore from the stateroom reservation lists. A copy will be delivered to you in due time, but you can have it hours ahead merely by asking. From it you can find whether you have acquaintances aboard, and, if so, look them up.

Your seat in the dining saloon is usually arranged for, unless otherwise announced, at the first meal after sailing. Go early to this meal before too many

Perugians Played Baseball With Brickbats

In the main square by the side of the big unfinished Gothic Cathedral the life of the city once centered. Here the gentle Perugians played at one of the bloodiest and most dangerous games in the world—that of hurling stones at one another until often a dozen were killed and scores wounded. In times of peace this was the Perugian equivalent of a baseball game or the movies.

According to some critics Perugia has, in the Porta Augusta, one of the finest gates in the world. It beetles in black magnificence above a whole quarter of the town, its base Early Roman, the middle sections Romanesque, and the airy top Renaissance. The whole is now blackened with dust, decay and fire, and, while it is not imposing in the sunlight, its heavy stone bucklers, fluted pilasters and massive base are awe-inspiring in the damp and gloom, when mist is flying through the streets. "These Umbrian cities seem so Roman," says one writer, "that the sight of Caesar's legions marching through them, with lances and bucklers flashing in the sun, would be the most natural thing possible."

Bulletin No. 3, April 30, 1928.

THE FESTIVAL DAY OF SIENA, A HILL-TOWN NEIGHBOR OF PERUGIA

Siena's palio, which is an annual plaza horse race, draws huge crowds every year. The Siena spectacle is probably one of the oldest horse races since it has been held regularly since 1651. Preceding the race the natives entertain their guests with a combination circus and grand march.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Japan Builds Higher Statues of Buddha

AS THE Christian world built great cathedrals in past centuries and continues to build them, so Japanese Buddhists have built and are building huge figures of Buddha.

Two recent Buddhas, one built and one being built, are larger than any in Japan. At Beppu a Buddha 80 feet tall will be dedicated this spring to a million Japanese who have died without relatives to perform the prescribed funeral services for them. Near Tokyo a reinforced concrete Buddha has been finished. Its height of 60 feet exceeds the colossal Buddha at Nara which for centuries was the largest in the Empire.

The most famous of the huge images is the bronze Buddha of Kamakura, situated about a dozen miles south of Yokohama, across the little peninsula that helps inclose Tokyo Bay on the southwest.

A Buddha With Eyeballs of Solid Gold

Huge as the statue is—fifty feet high in a sitting posture—it is faithfully proportioned and its features show a beauty and calm serenity that could hardly be excelled in a carefully modeled small image. This is seen to be an accomplishment indeed when it is realized that the eyes alone are four feet long. The eyeballs are of solid gold, and a large jewel-like boss in the center of the forehead is made of a thirty-pound lump of silver.

The Great Buddha, or the Daibutsu, as the Japanese call their large images, has sat in its present position since 1252 and in its nearly seven centuries has looked out upon more than one great catastrophe. It has itself been endangered on several occasions. It was originally inclosed by a great temple structure, but this was destroyed by tidal waves in 1369 and again two years after Columbus discovered America. Since then the Titanic figure has set unsheltered, towering against its background of green trees and hills.

The Kamakura Daibutsu, like most bronze statues, consists only of a shell of metal and is hollow inside. A passageway leads to the interior from which one may climb on ladders to the level of the shoulders and may peep out through tiny windows.

Marks the Site of an Ancient Capital of Japan

Only in Japan can be found to-day a bronze statue to compare with the gigantic image at Kamakura. The Daibutsu at Nara, near Osaka, is fifty-three feet high. This was the original colossal bronze Buddha of the islands and was cast in 749 A. D. Unlike the Kamakura statue, it is still sheltered by a building.

The Daibutsu is one of the few remaining symbols of the past greatness of Kamakura, now a modest fishing village and watering-place, but once the real capital of Japan. There, in 1192, Minamoto Yoritomo seized the governmental power and set himself up as the first Shogun, leaving the Emperor a mere puppet at Kyoto. The new capital grew rapidly and before many years had a population as great as Cleveland or St. Louis. It was burned by an invading army in 1333, but was partly restored. After 1455, however, when it lost even minor government institutions, it declined rapidly.

Bulletin No. 3, April 30, 1928.

others have had first choice. On the big boats you can find an arrangement to suit almost any sized party. If you are traveling alone and crave solitude you may have a seat at a table for two—quite alone if the ship is not crowded. If you prefer company, tell the steward so frankly and he will place you at a table with others.

Life Is Ordered by Bugle Blasts on Liners

Cheerful bugle blasts order your life on many of the big liners, but you must learn what they mean or they will lead you hopelessly astray. The blast in the reasonably early morning, say at 8 o'clock ship's time, means either of two things. If you are an early riser and are taking a pre-breakfast walk on deck, it is a signal that your meal is ready. If you are a late sleeper (and an ocean voyage is the chance of a lifetime for laziness) it means that you can take forty more winks and still be in time for a late breakfast; or that, with a feeling of magnificent luxury you can drowsily decide to let breakfast "go hang," while you turn over to sleep as many more hours as you like. Make the most of your week. There are no commuters' specials to catch, no offices to be reached at nine, no time-clocks, literal or metaphorical, to be punched. The boat plows serenely on whether you sleep or wake.

If you hear a bugle blast at about 10:30 pay no attention to it. It is not for you and your fellow passengers, but for the ship's crew. It signifies that the captain is making an unexpected inspection of some part of his domain.

Having made the acquaintance of the breakfast bugle, the "ocean tenderfoot" might well think the 10:30 bugle call connected in some way with the hot broth that appears about this time for those in deck chairs. But this comes quite unheralded—a mere detail in carrying out the ship management's evident intention to keep the passengers continually busy with food. The food schedule on a big liner runs something like this: Breakfast, 8 to 10; hot broth, 10:30 or 11; luncheon, 1 to 2:30; after-luncheon coffee, 2 to 3; afternoon tea and cakes, 4 to 5; dinner, 7:30 to 9; after-dinner coffee, 8:30 to 9:30; sandwiches in the smoking room, 10 to 11.

The second bugle for passengers blows at 1 o'clock and means that luncheon is then ready. At 7 p. m. the bugle sounds again. But do not rush to the dining saloon. It is simply a signal that it is time to dress for dinner! At 7:30 the bugler quite outdoes himself in the cheeriness of his call to the chief prandial occasion of the day.

All Alone on the Big Atlantic Ocean

The only other major signal of the day on shipboard is the blowing of the whistle exactly at noon, ship's time. On the larger liners, at least, the whistle is heard at no other time unless there is a dense fog. The whistle is blown for a double purpose at noon: to signal the time, and to test the whistle itself.

You must watch your time carefully on shipboard. On the trip to Europe you will lose five hours. What the loss is each twenty-four depends on the speed. On the fastest liners it amounts to an hour a day. At some places on each ship—usually in the main companionway, and often near the purser's office—is a large clock below which is the sign: "This clock will be moved on (back on the return voyage) blank minutes at midnight." It is well to pay your respect to this timepiece en route to bed each night and to make the change then and there. Otherwise you may miss your morning engagements with both steward and friends by from 45 to 60 minutes.

Don't fancy you can stand at the rail and see the traffic of the seas go by on your way to Europe. The day of crowded steamer lanes is no more. Now two tracks are "staked out" in the ocean for ships: one east-bound and one westbound. On one of its recent voyages to Europe, the huge Majestic was seemingly almost as isolated as Columbus' little fleet. It sighted a tramp steamer the second day out from New York. There was no additional visual evidence that other ships sail the Atlantic until the big vessel approached the English Channel, only a few miles from her destination.

© *Photograph by J. B. Millet*

HUGE BUDDHA IMAGES ARE COMMON IN THE COUNTRIES OF THE FAR EAST

This image brings thousands of pilgrims from all parts of Korea. In China there are many large Buddha figures carved out of the natural rock as are some of the colossal figures along the Nile. The bronze Daibutsu of Japan, however, probably represents the highest accomplishment in Buddha statue making.